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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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William E. Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085

At last, we have arrived at the beginning of Volume III. Someday, we may all look back on this as a milestone in the history of the Club, but as of right now, I am more interested in getting the Bulletin put together, filled with more-or-less interesting stuff, printed, and mailed than with making history.

A number of new members join us with this issue. Their names, addresses, etc. appear elsewhere herein. I know I join all in extending to them a warm and sincere welcome, and in hoping that they will both benefit from the Club and contribute to it, which is, indeed, my hope for us all. With that mildest of pleas, I will conclude, for this issue, my battering on the membership for contributions to this publication.

For the benefit of these new members, I have reprinted the 1984-1985 Application form which appeared in Volume II, issue 8. Any of you who have not completed this form, please do so now and mail it to the Editor. This is needed to keep records orderly. On the back of this form, I've listed a few things that may be ordered from the Editor. Again for the benefit of new members, I've shown the decal design, actual size, at the top of this page: it's red, white and blue. After a slow start, sales of these have picked up. I put one on each of the rear vent windows of my car, and they look real nice. Don't be left out; please get your orders in now while you're thinking about it, and the supply lasts.

REMINDER: Dave Lewis will try to provide answers to technical questions. Questions and answers that Dave and I think will be of more-or-less general interest will be printed in the Technical section of the Bulletin at the earliest feasible time. Please send your questions to the Editor. If you want an individual reply prior to the Q and A appearing in the Bulletin, please include a SASE and I'll try to get it to you within 30 days. We can't guarantee that you'll like the answer, or that you'll understand it, or that we'll be able to answer every question, but please try us out. What, after all, do you have to lose?

ANOTHER REMINDER: Those of you who have not sent in your renewal payment -- and there are quite a few -- had better do so pronto. The next issue is the last you'll get until you pay up. A lot of people just forget, or think their wives did it, or lose the form (another reason I'm running it again), so go right now and look at your checkbook, and see whether you did, and if you didn't, do it.

(Continued)

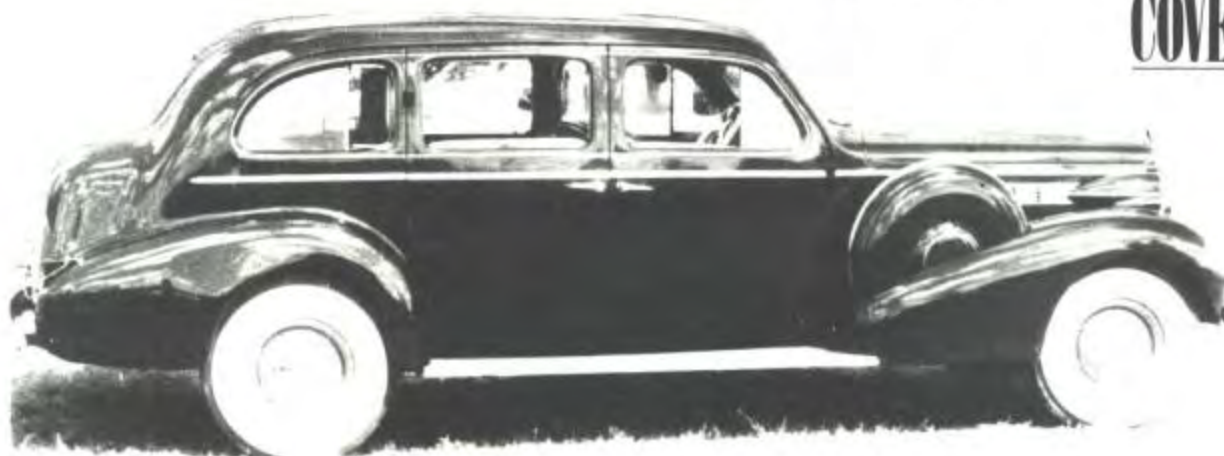
AND YET A THIRD REMINDER: Your Editor, perhaps immodestly, prides himself on having some brain power, but he is not psychic, nor can he foretell the future. I will not know you're going to move (change your address, I mean) unless you tell me. When I use an incorrect address in the bulk mailing, the incorrectly-addressed copy is trashed by the Postal Service, I am charged by the P.S. 25¢ for telling me they've done that, and I have to send another copy by first class mail. This means several things: I have to print extra copies and use extra postage to take care of this problem; the Club (that is, all of us) is put to extra expense which it can ill afford; and I am put to extra work, and thus to aggravation. (Yes, dear friends, believe it or not, your Editor is capable of aggravation.) The enjoyable part of this job is not fussing with the Post Office. So, please, PLEASE, when you're going to move, tell me in advance: four to six weeks notice is best, but I may be able to manage with less. I know you're not a bunch of gypsies, or shepherders, or wanderers who strike tents at a moment's notice and move on. You have cars, tools, stuff. So you know before you move that it's going to happen. Share this knowledge. Thank you.

I would much rather tell funny stories, or carry on about how great Buicks are (or, at least, were, 46 or 47 years ago), or what nice people all of you are, or almost anything except reminding you about how to behave. I know this is tiresome. However, I believe a certain amount is necessary to keep the fabric of the Club stitched together, and I hope you will understand.

To end this harrangue on a hopefully upbeat note: I have received many messages of thanks and encouragement during the past several weeks. I started out with the idea of sending a personal reply to each, but concluded with regret that the task was too much. I want all to know that I appreciate these good wishes very much, and that they have in truth been encouraging. Thank you. One such message, from H. J. Glass (#111), is printed herein because it artfully combines several worthwhile thoughts, including the admonition that the Editor go lightly on social chatter and administrative dronings, a point plainly well-taken. To avoid the wrath of Glass, I shall on that note end this droning, except for these: (1) my goal as Editor is precisely as stated by Jay in his last sentence; and (2) since on his renewal form he indicated a willingness to help, Jay is hereby appointed Editor's Conscience of this Club, the duties of which high office are to haul the Editor up short when he chatters or drones too long. I feel a jerk already!

— Bill

COVER CAR





MAIL



281 South Pennsylvania Street
Denver, Colorado 80209
August 27, 1984

Mr. William E. Olson
1937-38 Buick Club
842 Mission Hills Lane
Worthington, Ohio 43085

Dear Bill:

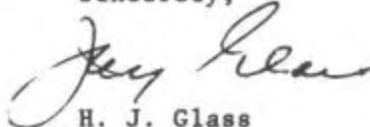
I trust you will not object to getting on first name basis at the outset - earlier I think Dave Lewis thought I was resisting the idea because I customarily sign my initials. Anyway, noting your age in the bio you included in the July (July!?) issue, we are nearly peers - actually I'm flattering myself since I've a few years seniority on you.

My renewal is included as requested. I think you are owed a few words of encouragement from the rank and file for taking on the responsibilities of Editor. Hopefully you relieved Dave before he fell victim to burnout, because he carried a heavy load and we all owe him a debt of gratitude.

For my part, and feeling sympatico for someone who does such work on a volunteer basis, I can have a very flexible and tolerant attitude about the issue deadlines which have been essentially imposed by the Editor on himself. I hope the contributions of material from the members will continue to such a degree as to make for the kind of interesting newsletter we have enjoyed. Frankly, to me the valuable parts are the technical material and the sale or swap ads. Let's hopefully not become another publication devoted heavily to social reports and administrative dronings.

I will try to put my money where my mouth is, and send some material for publication. You certainly can't be expected to generate all the newsletter content singlehanded. If on the other hand you can combine your obvious literacy and good humor with the high standard of technical content set by Dave Lewis since the outset, we'll definitely continue to have a group worth its salt, and a newsletter worth the reading.

Sincerely,



H. J. Glass

cc: Dave Lewis

In recognition of the upcoming World Series!

"Put it There, Sir!"

A century ago, when baseball started, the batter showed the pitcher where to put the ball and called the strike, if any



THE batter twirled a long mustachio and looked keenly at the man on the mound. Then, he held a hand out about chest high over the plate and said, "Put it right there, Sir!"

The pitcher stared at the batter's hand a moment and then took a long underhand toss that sent the ball zipping through the air where the hand had been a moment before. The batsman swung a mighty arc and missed. "Good!" he cried. The umpire raised his hand. "Strike one!"

Strange proceedings? For today's baseball fan—already intent on the 1938 season—yes. But this was ninety-odd years ago, when the Knickerbocker Club, first baseball organization, played according to the original rules, formulated by them in 1845. Scene of their games was the site of what is now Madison Square Garden.

For a long time, the origin of America's national game was shadowed with doubt. Today, though, it is generally conceded to have developed by stages from a boys' game of a century and a quarter ago known as "one old cat."

Baseball historians proclaim General Abner Doubleday the inventor of the game. In 1839, General Doubleday laid out the first diamond, in Cooperstown, New York. On September 23, 1845, the gentlemen of the Knickerbocker Club, under the guidance of Alexander J. Cartwright, founder, and Duncan F. Curry, first president, got together and formulated the first rules.

In addition to the rule proclaiming the batter judge in matter of strikes and placement of the ball, other minor changes would have made the old game seem peculiar to today's fan. Then, the game consisted of twenty-one runs, known as aces. When one team made twenty-one runs, the game was over, providing the other side had had an equal number of men at bat.

When baseball celebrates its hundredth birthday, next year, it will have gone a long way from the sandlot on which a group of New York gentlemen first played it for exercise on Sunday afternoons five score years ago. But in spite of minor changes it will remain basically much the same game first set up by the mustachioed Park Avenuers. And, as such, America's favorite.



"SURE



... bring the whole gang along"

A mud-tracking crowd of 'reglar fellers' won't hurt your Buick's upholstery—if you have installed Buick De Luxe Moderne seat covers

Cracking down on the younger generation—muddy shoes, tomahawks, grimy fingers, and mongrel pups notwithstanding—is no way to make friends and influence people!

And there's really no reason for worrying about scratches and smears on your Buick's upholstery—Buick De Luxe Moderne seat covers promptly put an end to such damage.

Tailored Exclusively for Your Buick

Buick De Luxe Moderne seat covers fit as smoothly as a lady's glove, without wrinkles or folds, because they're individually tailored to each car model. Made from extra-weight Buick fabric of neutral pastel tan and gray, closely woven and hot pressed to an even surface, these seat

covers are specially impregnated to resist water. All seams are triple sewed and finished with flat brown leatherette binding. The covers may be speedily cleaned without removing them from your Buick. They cannot stretch or fade.

Buy Them Now at These Low Prices

Visit your Buick dealer before another week passes. Inspect these De Luxe Moderne seat covers. See what bargains the complete sets are at these prices:

For Series "40" and "60" coupes - - - - \$8.49

For "40" four-door sedan, or "40" and "60" two-door sedans - - - - 14.95

For "60" four-door sedan - - - - 17.75

For "80" and "90" sedans - - - - 25.39

NOTE: Not available for convertibles or front of formal sedan and limousine. Seat covers for front and rear seats may be purchased separately.

The time to invest in these Buick De Luxe Moderne seat covers is, of course, right now. During the months to come—spring, summer, fall, winter—they'll provide attractive, comfortable protection for your car's costly upholstery.

BUICK DE LUXE MODERNE SEAT COVERS

ARE SOLD EXCLUSIVELY BY BUICK DEALERS

NEW MEMBERS

437 Michael E. Scudder
13631 Larwood Lane
Houston, TX 77038

438 Jerry Aller
127 North Main St.
North Baltimore, OH 45872
419/257-2221 (bus.)
'37 ser. 80

439 LaRue Buck
343 James St.
Milton, PA 17847
717/742-3350
'38-41 (7)

440 Howard L. Vaillancourt
145 Williams Dr.
Guilford, CT 06437
203/457-0262
'38-41 (5)

441 Scott D. McKenzie
2084 Los Feliz Dr.
Thousand Oaks, CA 91362

442 Matthew J. Parisi
Underhill Center, VT 05490
802/899-2214
'37-46C (8)

443 Paul M. Schultz
17159 E. Hinsdale Ave.
Aurora, CO 80016

444 Dodwell Davies
P.O. Box 165
Bridgetown
West. Australia 6255
'38-8/40 (8)
'37-8/40 (3)

445 Douglas J. Croll
2989 Greenview Dr.
Castro Valley, CA 94546
415/582-1199
'37-41 (4-5)

NEW MEMBERS

446 James W. Wassall
1404 N.W. 196 St.
Seattle, WA 98177
206/546-5527

447 Michael Vosganian
4626 Santa Lucia Dr.
Woodland Hills, CA 91366
818/887-7167
'38-41 (8)

448 John H. Woodring
162 North Arcadia Park
Lexington, KY 40503

449 James F. Flack
13070 Alta Lane S.
Los Altos Hills, CA 94024
415/941-0603
'37-46S (7-8)

1984-5 Membership Application



NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

HOME PHONE (A/C) _____

OFFICE PHONE (A/C) _____

NEW MEMBER _____

RENEWAL _____ CLUB NUMBER _____

YEAR BUICK _____ EXACT MODEL _____

CONDITION _____
(SCALE 1-10 one being poor, 10 Mint)

HOW LONG HAVE YOU OWNED YOUR BUICK? _____

WOULD YOU CONSIDER BEING A DIRECTOR OF THE 37/38 BUICK CLUB
IF SO...WHAT AREA COULD YOU SERVE BEST? _____

1984/85 MEMBERSHIP DUES

BULK RATE POSTAGE....\$20.00 per year

FIRST CLASS POSTAGE...\$26.00 per year

CANADA, FIRST CLASS ONLY..\$26.00 per year

FOREIGN COUNTRIES, FIRST CLASS AIR ONLY,
\$45.00 per year, U.S. FUNDS ONLY

PLEASE NOTE....

BULK MAIL USUALLY REQUIRES ABOUT THREE
WEEKS FOR DELIVERY...

FIRST CLASS (In U.S.) USUALLY TAKES
THREE DAYS....

CANADA AND FOREIGN COUNTRIES VARIES FROM
THREE DAYS TO ONE WEEK....

AMOUNT ENCLOSED \$ _____



BUICK CLUB

TOO LATE TO CLASSIFY

My typewriter is not cooperating !

- Doug Croll (see p.5) would like to trade two 15" wheels, hubcaps, trim rings and tires (not wide whites) for two 16" wheels, hubcaps, trim rings and tires for '37 series 40 - not sure what the 15" hubcaps are from - will pay extra for wide whites.
- Wanted - '38 series 60 ring and pinion, 3.9 ratio, part no. 1394388 - '38 grille guard in good cond. J. A. Haggland (#299) - P.O. Box 118, Maitland 7405, Republic of South Africa.
- Wanted - for '38 series 60 - complete valve train w. rocker arms, push rods, springs, etc - also glass for fender lights. C. Mont Mahoney (#162), 3911 Parkview Drive, Salt Lake City, UT 84124 - 801/277-2859.

1937
BUICK CENTERLINE
AND
CENTERLINE DUAL
RADIOS



INSTRUCTIONS FOR OPERATING
INSTALLING AND SERVICING

Place in Glove Box After Installing Radio.

Models 980534 and 980535

BUICK MOTOR COMPANY
FLINT, MICHIGAN



(Decal, actual size)

EDITOR'S STORE

The following items are available from the Editor. Prices are post-paid unless otherwise indicated.

Club decal.....\$1.00
Dave Lewis parts and services source list...SASE
Airbrush article37¢SASE
1937 Radio manual reprint (8½x11, 25 pp.).....\$14.50
Bulletin back issues.....WRITE
Legal advice..... **SOLD OUT**
Insults.....SASE
Meat loaf recipes.....WAIT



SHOWS & EVENTS

BCA GREAT LAKES REGION MEET

Canandaigua, New York

Your Editor attended the BCA Great Lakes Region Meet on August 24-26 in Canandaigua, in the very pleasant and interesting Finger Lakes region of New York State. The weather was perfect. I had half-intended to sort of sneak over to this without attracting too much attention, but that plan died an early death, and I went accompanied by wife and kids. I had forgotten, if I ever knew, that ancestors of my wife had settled in Canandaigua in the early 1800's and that her grandmother had lived there as a child. That settled it as far as Mary was concerned. As it turned out, the house, built in 1812, in which grandmother lived still stands, its original federal-style architecture more-or-less intact, with some Victorian additions. Mary was given a tour by the present owner, who is something of a Buick buff himself, having a 60's-vintage Skylark under cover in a shed. He was in turn invited to the car show. Four people and the usual baggage, the distance, and the uncertain condition of my '37, dictated that modern power be used for the trip. Maybe next year.

Unfortunately, the Club was represented by only one car: Ray Lawson's impressive dark blue '38 90L. Ray, repeating a proven formula for success, displayed this with the rear compartment tray folded down, on it a set of Waterford crystal wine glasses and decanter, a jar of fancy mustard, a very tasty-looking sandwich, and a few other items for elegant picnicing. Although various owners displayed various things with their cars, so far as I could see Ray was the only one to use food and drink. The wine, I believe, was in reality stale ginger ale, Ray having passed through Canada on his way, but this little ruse may be forgiven, and presumably went undetected by the judges. Ray also distinguished himself from the crowd of Buick hats, shirts, scarves, and the like, by wearing a Detroit Tigers baseball cap, likewise forgivable. A large number of local people visited the show on Saturday and the 90L attracted considerable attention. In the face of strong competition from some fine '39s, the car took first in its class. Congratulations to Ray once again.

BCA NATIONAL 1984

I didn't go to this, and thus can't go on at length about it, perhaps to the relief of H. J. Glass, and indeed all the rest of you. All I know is what I read in the BCA Bugle, which I assume everybody else also reads. Nevertheless, I think the Bulletin should recognize the Club members whose cars were prize winners in Atlanta. Editor's congratulations to the following:

Class W--Trailer--1931-39 (All Body Styles.)

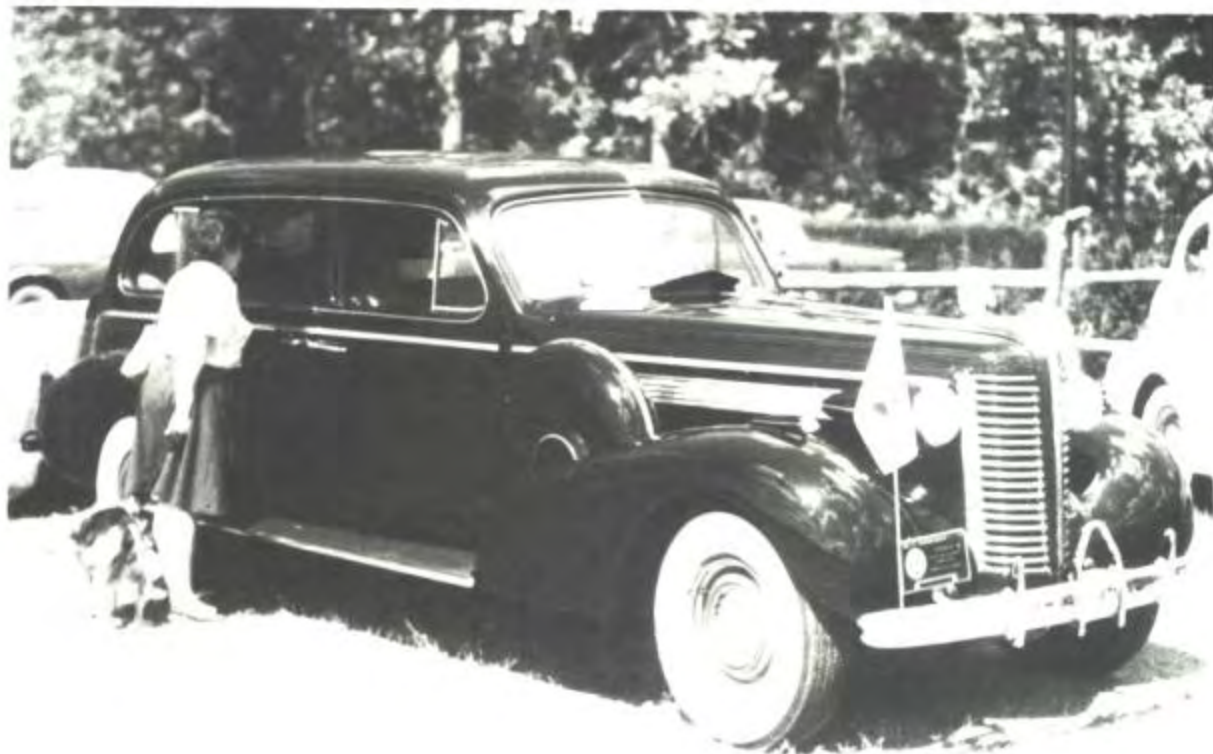
First: Dave Bellon (#002) 1937-47

Second: Don Lobner (#378) 1938-46

Class F--Driven--1936-39 (Closed Models.)

Third: George Cranford (#202) 1938-90L

RAY'S 90L at CANANDAIGUE (All 90L photos by the Editor.)



LOCAL LADY LIKED LAWSON LIMO

"Ooo, George, look at the glassware!" It's Waterford Crystal, lady.
Dog eyes Denman.



Interior views including the *pie'ce de re'sistance*.

COVER CAR

1937 Buick 1938

COVER CAR



MAIL



REPORT FROM "OUT THERE"
or, Jimmy's Idea of a Fairly Nice Garage

Reproduced below, with a few editorial clean-ups here and there, is a letter I received in August from our dear friend and sole representative of the Republic of South Africa, James A. Haggland (#299). Besides containing several interesting observations, this was such fun to read that I decided it must be shared with everyone.

"Dear Bill,

Good luck with your new post of 'Editor.' I feel sure the Club is in good hands. At a time I thought the Club would cease to be; now I feel better knowing it has survived. If at anytime you feel I could help, please let me know; if I were only nearer.

Anyway, it's nearly springtime out here. Soon I'll be busy on my '38 Buick model 41. My aim is to spray paint it during September or October. The reason is of course the days are getting longer, and nice and warm. This means the evenings are simply fabulous as well. One then feels like putting in the extra hours.

I started this '38-41 as a quick re-spray during January this year, believe it or not. One thing led to another and now it's a full cosmetic restoration.

This was a one-owner '38; it now has 50,000 miles (80,000 KM) only. It is mechanically as new. It's never had repairs carried out on it, besides the normal services, etc. I might add 'Olson's First Law' is similar to mine and it's a very sound law. I've done a few thousand miles with this '38 and am very proud of it.

As it is, Buicks have been in my blood for many, many years. We had a new 1939 Special with sidemounts, radio, streamboards, and fender lights (front turn signals), which were standard equipment out here.

A neighbor had a '38 Special and another had a '36 Special. I remember these Buicks so clearly, it's like yesterday. They also had sidemounts; in fact, most old Buicks out here had sidemounts. It's a rare site even today to see a 30's Buick without them.

Buicks were very popular out here and as a result were plentiful.

I've still got a few Buicks:

'38-46C	unrestored
'38-46S	unrestored
(2) '38-41	cosmetics
(3) '39-41	"

I suppose you already guessed all are sidemount models.

I had a '39-41C and a '40-41C till fairly recently, and a '40-41. A neighbor has a '52-56C; another has a '41-56C; several friends have Buicks.

I have a fairly nice garage at home; it takes 4 Buicks in comfort, and has working space still. Over the years I've equipped it with most of the tools one requires in this field: overhead gantry, gas and arc welding, drill press, hydraulic press, work bench, compressor, vises, grinders, Porta Powers, etc., etc., etc.

This type of setup sure helps. The tools, etc. are of the best quality.

I spend quite a bit of time helping others in the old car hobby.

Well, you now have an idea of what I'm up to. Sometime soon I'll let you have some pictures.

Best Wishes,

Jimmy (#299)

P.S. I also have -- dare I put it to paper -- a Chevrolet 1938 cabriolet. Remember them? It's quite a nice car, but not a Buick.

Even now I have more cars than I'll ever need."

* * * * *

Dear Jimmy:

Thank you. Besides being plainly an engaging fellow, you are in my book an absolute master of understatement: about the only thing missing from that "fairly nice garage" equipped with "most of the tools one requires" to work on "a few Buicks" that I can think of is a hydraulic lift. Or did you forget to mention that? I wish you were nearer, too; in fact, I wish you lived next door! Seriously, now, what really makes this job rewarding and fun is getting mail like this, and knowing that fine people like you, literally all over the world, appreciate what one is trying to do. What you and everyone else can do to help is keep the letters and photos coming. In fact, I might even print a photo of that Chevrolet, which you must be forgiven for mentioning, since you are awash in Buicks, and since I was guilty of a similar transgression in the last issue. Not a bad car, I agree, although, of course, not a Buick.

* * * * *

- Bill

Now, how about more reports from the Southern Hemisphere, namely, from our Australian members? Spring has come "down under," and you birds still hold America's Cup. Cheer us Yanks as we prepare for winter with fabulous tales of your exploits! First "Aussie" to send in printable material wins two free Club Decals!



CRIMEWATCH

In a dark corner of a swap meet, car restorer, tentatively identified as Lewis David of Springfield, MO, buys NOS grease from itinerant vendor. The "grease" later proved to be NOS Grape Jello, but the vendor had vanished without trace. Authorities have no clues.

PROUD 1938 OWNER

Story by Joe Giordano (#333) of Liberty, Missouri

"Dear Bill:

O.K., remember you asked for it, so here's my story.

It starts in 1948. I was 20 years of age at the time. I was looking for a cheap used car, because all I had was \$350.00 to my name. Through a newspaper ad, I found a 1937 Buick Model 47 slant back sedan. The price was \$300.00. I sure liked the car's body lines, even though it needed a new paint job and the upholstery was getting faded and worn. I drove it and bought it. The motor sounded good, but I found out later that it used a lot of oil.

One day as I was waiting for a job to find me (I was unemployed), I decided to try to take a small dent out of the fender. A friend saw me doing it, and told me if I was an Army Veteran, I could go to school and learn body and fender work and get \$105.00 a month while I was doing it. So I attended school for nine months at Sweeney Auto Body School in Kansas City, MO.

In the meantime, I had the motor overhauled by a friend. During the last six months of training, they let me bring in my '37 Buick for work. The good students and I took it all apart inside and out. All the chrome was excellent except the bumpers which I had plated. The car was repainted the original grey color. There was an upholstery teacher at the school, who had retired from General Motors. He, along with me as his helper, removed the old upholstery and completely replaced it, as well as replacing the seat springs. He truly was a master at his trade. The car really looked better than new. People would stop and look at it go by as I drove it down the street. Even then (in 1949) it was 12 years old.

So you see, not only do I like the 37's and 38's for the way they ride and look; to that 1937 Buick I owe my learning the trade that I have practiced ever since.

In the October 1970 issue of Hemming's Motor News, I read an ad with a picture of a 1938 Buick Convertible, with sidemounts, for \$2,500.00. The ad read "doesn't need restoring." I phoned the man in Florida and he said he would take a \$500.00 deposit on it; and that he did have another man in Ohio interested in it. I told him I would call him right back and let him know if I would take it.

Right after I hung up the phone, a used car dealer I knew came into my body shop. I told him about the car and he said, "What! Are you crazy? Let those old cars alone!" I told him that I had the money for it, but since it was such a long way to Florida, maybe I'd better pass on it and try to buy one closer to home.



PROUD 1938 OWNER



What a mistake! I didn't realize Buick only made around 700 of them. After about three years, I went to the swap meet at Hershey, PA in 1973 to see if I could get a lead on one. I purchased a book from the author, entitled "70 YEARS OF BUICK," and opened it to the '38 section. And there it was! - a picture of the 1938 Buick Convertible that I had passed up for \$2,500.00. It was torture to me. The new owner of this car was Bill Rannells of Cleveland, OH; the other "interested buyer" the owner in Florida had told me about. [Sure enough! See page 174 of the book.-Ed.]

As time went on, I put ads in Hemming's and the Buick Bugle, but never got a call. Then, when the Bugle had an edition on 1938 Buicks, I saw the picture and read the story describing how he had purchased it through the October 1970 ad in Hemming's - sheer torture, again! Then, in 1978 I went to the Buick National in Flint, MI. Sure enough, there was the '38 Buick Convertible with its owner, Bill Rannells. I told him that I'd once had the chance to buy it and had been sorry ever since.

As the years went by, I traveled to both coasts looking at a few that were advertised at a price I could afford, but they were not good enough for me. After having given up on owning one, thanks to our Club and Dave Lewis, I now have one. It is a 1938 66C Body No. 158. I am the third owner, and I can hardly wait to get a special garage built so I can start restoration of this car. Every time I see that used car dealer, I give him hell, and he just laughs.

I now own two '38 Buicks: a Century Sedan with 40,000 miles on it, and the Century Convertible Coupe that is a good unrestored car. They are not for sale at any price. I live for the day I can show them.

Joe Giordano (#333)"

I really liked this, and am pleased to share it with everyone. In particular, I think the story of how Joe learned what he modestly calls his "trade" is interesting and, well, a little heart-warming. It seems to me that "craft" or maybe "profession" would be a description better fitting Joe's talents. A 1951 Pontiac convertible to which these talents were applied won first place in its class this year at the Pontiac-Oakland Club National, leading, I am sure, to justifiable pride on the part of Joe and the fortunate owner. (I trust you will all also find justifiable this mention of another make of car; this seems to be getting more and more frequent, but I'll try to keep it within bounds.) Also most pleasing to both Editor and Former Editor: this Club was responsible for ending Joe's torture! That is the kind of thing that makes this job worthwhile. Joe is no stranger to '37 and '38 Buicks: in all, he's had at one time or another three '37-47s, two '37-61s, two '38-61s, one '38-66C, one '38-80C and one '37 hearse. Photos of the two current Centuries are included in this issue, together with Joe's business card. Those of you within hailing distance of Missouri who may need some first-class body work done, might consider this. And those of you who may now be tortured, oppressed and suffering, as Joe once was, take heart! The Club may bring similar relief.

— Bill



JOE'S 1938 CENTURIES



Joe's _____ Body Restorations

- Antique & Classic Cars
- Body & Paint Specialist
 - Award Winning Craftsmanship
 - Since 1948

781-5570

Liberty, MO



TECHNICAL TIPS and QUESTIONS

The following are various "tips" from members, including your Editor. There was some question in my mind originally as to whether some might be the sort of thing which would have occurred to everyone already, and thus not worthy of paid space. I decided, however, on the basis of the correspondence I've seen, that there are probably as many novices among us as "old pros." That, and the thought that simple solutions sometimes elude the best of us, leads me to print them. I need hardly add at this point, but will do so anyway, that the best way to let the Editor know what you want, what you like, and what you don't want and don't like, is to tell him.

PAINT. The following comes from Keith Ladderud (#163):

"After a diligent search of all the hardware, paint, and automotive stores, I found a paint which is very close, if not exact, to the color of the Buick dash instrument cluster, clock and radio. The paint is made by Rustoleum and the color is Graystone #7784 semi-gloss. Using an airbrush you can restore the beauty of your dashboard instruments."

I think this is a most helpful "tip," and a good example of the kind of thing I had in mind when I wrote the last issue. I'd like to get more similar helpful hints. Thanks to Keith. Some of you may not be familiar with the airbrush, but it's a very handy tool for small paint jobs that can't, or shouldn't, be done with a brush. A simple airbrush set-up adequate for limited use can be had for around \$50. A copy of an article on airbrushing, written from the modelmaker's point of view but nevertheless informative generally, is available from the Editor on receipt of a SASE with 37¢ postage.

FUEL PUMPS and FILTERS. (1) In a recent letter to Dave, E. A. (Gene) Slusser (#5) said that he had cured his '37 of a hard starting problem by installing an electric fuel pump. He didn't say where he got the pump, however, and I wondered: where does one get a six-volt electric pump? Later I found one listed in the J. H. Whitney catalog for about \$32; it also occurred to me that long after everybody else had gone to 12-volt systems, the Volkswagen "beetle" carried on with six, and a VW parts source could probably supply a six-volt pump. How you mount it in the car, and plug up the hole where the mechanical pump was, is up to your ingenuity. (2) Your Editor, not having gotten around to having his tank boiled out and sealed (which he should have done first thing), was troubled by having to take that glass bowl and screen out all the time. This vexation was cured by cutting a modern universal 5/16-inch self-contained filter into the line ahead of the pump. These little dudes cost about \$3-4 and are clear plastic so you can see when things are getting gunky inside. When that happens just pull it out, chuck, and put a new one in. Beats taking the bowl apart, I think. Of course, neither of these handy little tricks are well-calculated to get you closer to prize-winning authenticity.

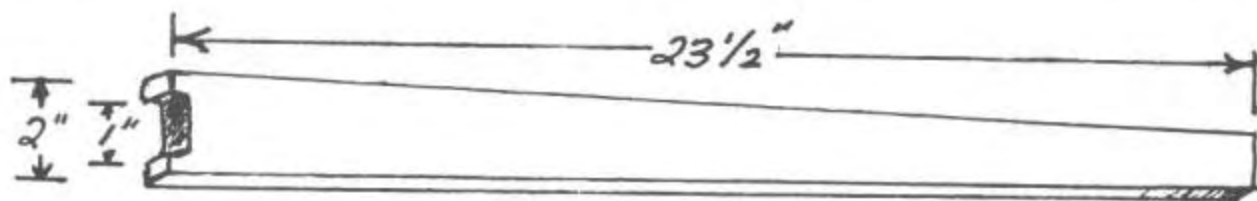
THROTTLE CABLES. Some time ago, in a letter to Dave, one of the members wrote that he was looking for a "choke cable" -- I assume this is another way of saying throttle cable, that is, the one connected to the accelerator linkage. When I got my car, the cable was broken. I removed it, cut off the metal rod where it enters the plastic dash knob and drilled out the remaining end of the rod inside the knob, holding the knob in a wood jig in the vise so as not to damage it. I took the cable from an automatic-to-manual choke conversion kit, which one can buy anywhere, removed the knob from it by soaking in acetone (some paint removers would also do, or you could just bust it), and glued the original Buick knob to this cable with epoxy. Cut the new cable to length, put it all back in with a new rubber grommet, and you're in business. An easier, though more expensive way, is to buy a new reproduction knob. (Contact Frank Guildner, 10534 Nassau Ave., Sunland, CA 91040.) There is virtually no difference in appearance between the old original cable and the new, and it might take a smart and beady-eyed judge to tell the difference. Not that some judges -- including perhaps Mr. Lewis, remember him? -- don't fit that profile.

1938 REAR SHOCKS. The following comes from Bernie Jacobson (#001) of Rockford, Illinois, and sounds to me like very useful information.

"If anyone wants to buy new shocks for rear [of a 1938], just go to your local parts house and ask for Monroe Magnum 60 #6828. They bolt right in with just a little trimming of the rubber grommets in the top mount. They work great. Make car ride like new! My daughter and I drove to Iola '84 with no problems."

Bernie added that he bought his 1938 model 46C about five years ago: "I did not even know what it was, but I loved the way it looked." That's the way everyone feels about a 46C. Love at first sight! But unlike some other flashy packages, they wear well, too.

HOOD PROP. Even after replacing the rubber pieces on the lower corners of the hood, I found it difficult to work with the rear corner rested on the cowl, and inconvenient to try to fold one side of the hood completely over -- in fact, I'm not at all sure the latter was intended by GM. So I made two props out of wood, and keep these in the car; the dimensions are shown below. The notch on the wider end goes over the lip on the front top of the firewall, and the other behind (i.e. inside) the lower section of the hood when it's raised, with the end supporting the top section of the hood just inboard of the hinge. Works well. I just used some pieces of pine I had, but if one wanted to be fancy, a close-grained hardwood with an oil finish would look nice. Make two.



QUESTION FROM THE EDITOR. Can anyone out there suggest a source or method for replacing the piece of felt that goes in the top cover of an air cleaner? I tried this one out on the Former Editor, whom I've touted as being able to answer this kind of stuff, and he is stumped too, at least temporarily. Don't tell me to cut up an old hat -- all my hats are old, and I'm saving them to wear in parades.

QUESTIONS

QUESTION 'n ANSWERS.....This section is a new project Bill and I are introducing. If the members enjoy this type of forum we will continue as your questions come in.

Question: Please explain the process for restoring the "Kick Panels" on 37/38 Buicks. How do you find the brown cardboard for the 40 and 60 series cars?

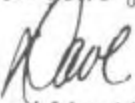
Answer: You may find the cardboard at any local upholstery shop. It is an item they all use daily. It is a fairly heavy cardboard with a grain type finish on one side. After cutting to size, using your old ones for patterns, I then use a product called "mar-hyde". This product can be purchased at most Auto Paint stores and is custom mixed for the exact color you desire. I use #1704 as I feel this color matches the original as close as possible. After I spray the color on to the new cardboard I then return to the upholstery shop and have the vinyl edge sewn on as the original was. Your then ready to install the "New Kick Panels".

P.S. I also use this same material and color for the under dash cowl pad. I remove the from the car and wipe clean with a good "Prep-sol" to remove dirt and grime before painting. After re-painting the cowl pad and the Kick Panels your car will look as good as new in these areas.

Question: What's the proper treatment to restore the dash in the 80 and 90 series 1937 Buicks. Are the garnish moldings to match the dash? The dash can not be removed from the 37 as it is welded in. I thought about woodgraining but since the dash is not removable this presents a problem..

Answer; In 1937 80 & 90 series cars they used the 1936 main body to make the 37 cars. This was done as production was low and they were not ready for the all steel body as they did for the 40 & 60 series in 37. They simply added the 37 front sheet metal and rear fenders to the 36 body. In 1938 they went to the all steel body and the full line for 38 were All Steel bodies. The dash boards were all painted the same in all 80/90 series cars for 1937. The entire dash was painted with a light fawn color as the first step. They then applied a lace type design in the areas of the speedometer and glove box (Between the dash chrome strips). There is no one at this time making a good reproduction decal to replace the original. If you insist on having your car as close as possible to the original there is a man that had some made that are similar, but the lace pattern is about twice the size as the original and very difficult to install. I can provide his name if any of you want to try this. I personally paint this area a dark brown lacquer to match the steering column. It's not exactly stock, but to me, looks better than the wrong lace style being applied. You'll have to make this decision on your own.

The garnish moldings were offered in three choices. Although the code is stamped on your Cowl I.D. plates, I feel you can paint these in what ever style you like the best. The three are as follows...#1-"G" stood for Grey, but was actually a fawn color to match the dash. #2 "B"- was Black and #3 "M" was for Mahogany which was a deep woodgrain color. The 80C convertibles were all chrome on the garnish moldings. The letter ("G"- "B"- "M") is stamped in the lower corner of the data plate on your firewall.

Dave Lewis 

Please forward your questions to the Club office for research and the publication of your answers. We will try to answer all questions in the following publication.



More from Dealer Service Bulletins



DEFROSTER #980576, INSTALLATION WITH 1937 DE- LUXE HEATER

Defroster No. 980576 may be installed on a 1937 car using 1937 De Luxe Heater and is considerably more efficient than 1937 defroster No. 980559 originally released for this installation.

The adapter plate on No. 980576 has a small tab at the back which must be bent downward to hook over the back edge of the 1937 heater case, then place the adapter in place and drill two new holes for the self-tapping screws (use drill size #45).

It is also advisable to lengthen the defroster opening in the top of the 1937 heater case about $\frac{3}{4}$ " on each end by sawing away the metal.

Outlet fittings are the same in the No. 980576 package as in the No. 980559, therefore, other No. 980559 instructions apply.

Due to shortage of No. 980559 defrosters, No. 980576 should be substituted as above on the 1937 De Luxe heater, using No. 980559 on 1937 Master heater.

TECHNICAL TIPS

SHOCK ABSORBER STONE SHIELD, REAR 1938 ALL SERIES



Figure 40

A stone shield, Group 7.246, Part No. 1306850-1, has been designed for service installation to prevent rear shock absorbers from becoming damaged by stones. These shields are intended for use only on cars which are driven continually at high speed on gravel or crushed stone roads where the under side of car is subject to flying stones.

The shields are installed on the lower shock absorber mounting pin as shown in Figure 40, using the same nut and lock washer and discarding the flat washer. A tang fits into the spring seat base to locate the shield.

These shields are supplied only by the Factory Parts Department.

TECHNICAL TIPS

CARBURETOR CHOKE FLIES, STICKING 1938 ALL SERIES

The following procedure may be used to prevent carburetor choke flies sticking on all 1938 models:

Remove carburetor cover or air horn. Using a #27 tap drill, drill hole in position shown, see Fig. 38 illustrating Stromberg and Marvel carburetors. Install self-tapping screw, Group 8.977, Part No. 145414. This self-tapping screw will serve as a stop for the choke fly, and prevent it from becoming stuck. By turning the self-tapping screw in or out it will be noted that the

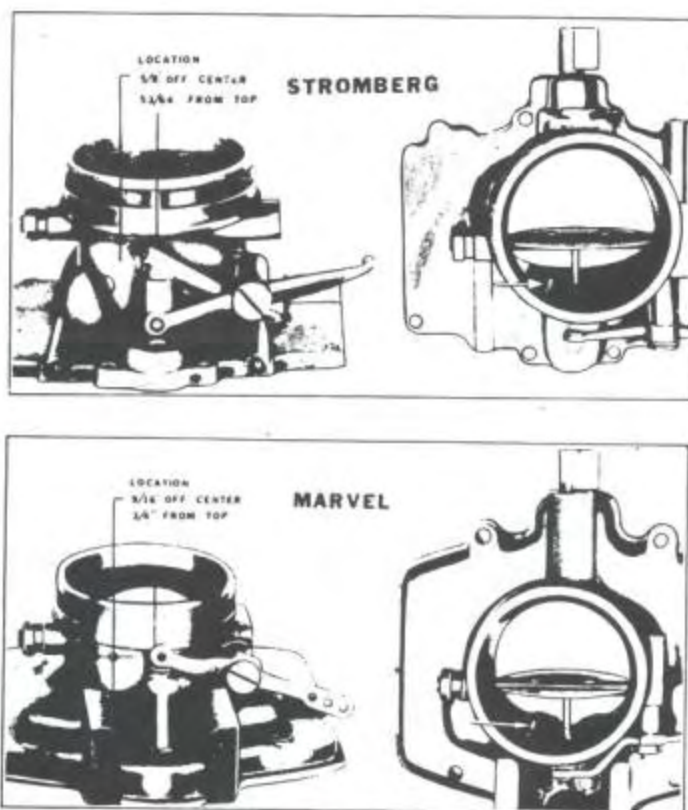


Figure 38

closed position of choke fly may be adjusted. After installing screw, the closed position of choke fly should be adjusted until there is a consistent clearance between choke fly and air horn bore when the choke fly is in closed position. This may be determined by holding carburetor cover assembly in such a position so that light may be seen between choke fly and air horn bore. After choke fly has been adjusted to the correct closed position, it may be desirable to cut off head of the screw, although this is not necessary.

TECHNICAL TIPS

GENERATOR PULLEYS FOR HIGH OUTPUT AT LOW SPEEDS 1936, 1937, 1938

The following information supersedes that given in Dealer Bulletin 2.007, Page 338, on the same subject and is being issued to furnish the latest data on special generator pulleys for use on cars which are driven almost continually at low speeds and which receive little, if any, high speed driving. This type pulley is especially adapted to cars in taxi cab service, which spend considerable time idling at the curb or cruising from 12 to 15 m.p.h.

Installation of a smaller diameter pulley provides higher generator output under city driving conditions and will be of considerable assistance in keeping the battery charged.

These smaller diameter pulleys are not recommended for cars driven frequently at high speeds as under these conditions, belt life may be shortened.

It was originally intended to furnish special 3" diameter pulleys for all Series, but it has since been decided to furnish the 3" pulley for the Series 40 and to use the regular 1938 Series 60 pulley which is 3-1/4" in diameter for the Series 80 and 90 and for past models of the Series 60.

The following tabulation gives part numbers of the pulleys and the models on which they may be used. These are Delco-Remy parts and are available through United Service.

1936, 1937 & 1938 Series 40	(3" dia. pulley)	#1871591
1936, 1937 Series 60	(3-1/4" dia. pulley)	#1868367
1936, 1937 & 1938 Series 80 & 90	(3-1/4" dia. pulley)	#1868367

Please make proper notation of above correction in your copy of Shop Manual on the following pages:

1938 Shop Manual Page	12-12
1937 " " "	12-15
1936 " " "	136

The following data on generator output for 1937 and 1938 is the average of checks on four production generators for each Series. Although the generator output for 1936 is not identical on corresponding models with the following, the smaller diameter pulleys will increase low end output in the same proportions.

SEE NEXT PAGE FOR PULLEY CHART FOR YOUR SERIES.....



SIZE CHART FOR CHANGING PULLEY FOR HIGH OUTPUT....

1937-1938 Generator Output-Amperes (Cold):

Speed M.P.H.	SERIES 40			SERIES 80			SERIES 90		
	Pulley Size			Pulley Size			Pulley Size		
	$\frac{3-1/2"}{(Prod)}$ 4 Amps	$\frac{3"}{(Spec.)}$ 8 Amps	Amp. Gain	$\frac{3-1/2"}{(Prod)}$ 1.4	$\frac{3-1/4"}{(Spec.)}$ 3.6	Amp. Gain	$\frac{3-1/2"}{(Prod)}$ 2.8	$\frac{3-1/4"}{(Spec.)}$ 5.0	Amp. Gain
10			4			2.2			2.2
15	15	19	4	12.5	14.6	2.1	14.1	16.2	2.1
20	22	25.2	3.2	20	21.6	1.6	21.3	22.9	1.6
25	26	28	2	24.7	26	1.3	25.6	26.8	1.2
30	28	30	2	27.3	28.2	.9	28.0	28.9	.9
35	30	31	1	28.8	29.6	.8	29.4	30.2	.8
40	30.7	31.7	1	30.0	30.7	.7	30.5	31.1	.6
45	31.5	32	.5	30.9	31.4	.5	31.3	31.8	.5
50	32	31.6	-.4	31.5	31.9	.4	31.7	32.0	.3
55	32	31	-1	32.0	32.0	.0	32.0	31.8	-.2
60	31.5	30	-1.5	32.0	31.6	-.4	31.7	31.3	-.4
65	31	29	-2	31.7	31.0	-.7	31.2	30.6	-.6
70	30	27.5	-2.5	31.1	30.3	-.8	30.6	29.7	-.9
75	29.5	26	-3.5	30.4	29.4	-1.0	29.8	28.7	-1.1

TECHNICAL TIPS

BATTERY LOCK 1938 ALL SERIES

The use of a regular wheel carrier lock, Group 7.676, Part No. 1294060, in conjunction with a special grooved nut, Group 2.334, Part No. 1306812, is suggested as a means to reduce the possibility of theft of the battery.

The grooved nut is installed in place of the wing nuts on the battery hold down bolts. The lock is then attached to the grooved nut in the same manner as used for a wheel carrier lock.

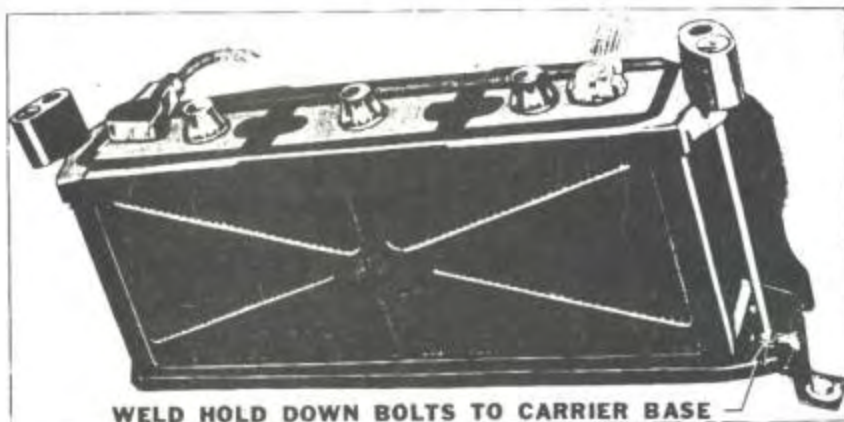


Figure 50

While one lock will provide a measure of protection, two locks may be used as indicated in Figure 50.

It is also recommended that the lower ends of the hold down bolts be welded to the carrier base in order to prevent prying of the bolt heads out of the slots.

HEATER HOSE SUPPORT BRACKET, 1938

Beginning with Series 40, engine number 4-3534043 and Series 60-80-90, engine number 3525709, no center rocker cover stud is used. On these engines the heater hose bracket should be attached to the front spark plug cover stud. The same bracket as used for attaching to center rocker cover stud previous to the change in rocker covers, is suitable, therefore, heater stocks will not be affected.

Spark Plug Terminals

IMPORTANT: Special length terminal nuts are required on spark plugs for all Buick engines in order to prevent the spark jumping from the terminal to the cylinder head or to the spark plug cover. The correct arrangement is shown in Figure 63. If longer terminal nuts than the one specified are used, the spark will jump to the cover.

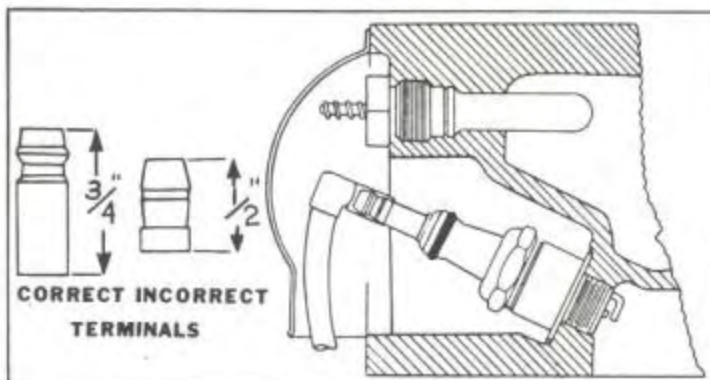


Figure 63

If the terminal nut is shorter it will cause the terminal on the spark plug cable to come near enough to allow the spark to jump to the water temperature gauge boss on the cylinder head. The correct terminal nuts are available through the regular AC wholesaler under Part No. 315 for Types 86 and 46 plugs, and Part No. 225 for the H-9 plug, the only difference being in the type of thread.

When installing terminal nuts, do not tighten excessively with pliers, as this may set up a strain in the porcelain which may ultimately cause a crack.

PRODUCTION CHANGES 1938

The following deviations from regular 1938 production will be made in some jobs. Inasmuch as production will probably be somewhat intermittent on the three following changes, i.e., a change will not be necessarily confined to consecutive numbers, it will be difficult to record serial numbers of the jobs which vary from original standard production. Therefore, the following information is given so that Dealers, when encountering one of these jobs, will understand it is regular production and that the variation in equipment was made to properly balance out certain surpluses.

TRIM - A certain number of 40 Series jobs will be trimmed with the regular production material used in the 60 Series, both Gray and Brown. This is in order to use up some surplus upholstery material and will become effective in jobs built about June 20th.

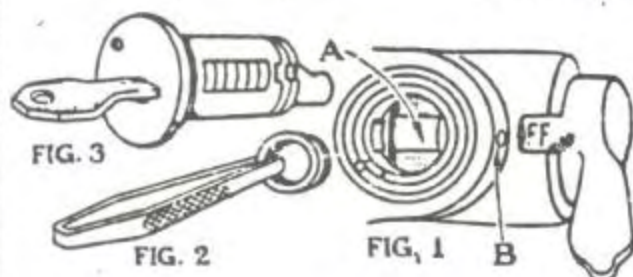
STEERING WHEELS - A certain number of 40 Series jobs will be equipped with the Mahogany steering wheel rims.

COMBINATION FUEL AND VACUUM PUMP - In order to use up a surplus quantity of approximately 4000 combination fuel and vacuum pumps

which were intended for use on S.S. transmission jobs, these will be installed in synchro-mesh transmission jobs at no additional cost to the owner. This applies only to Flint production.

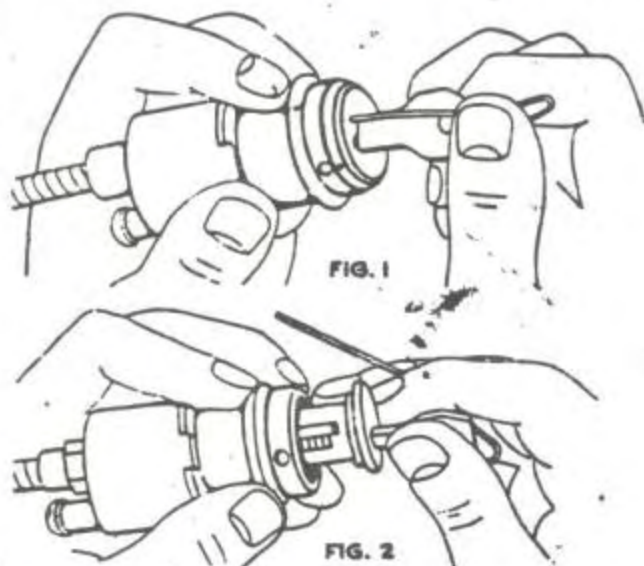
NOTE: ↗ ↘

PLATE NO. 1

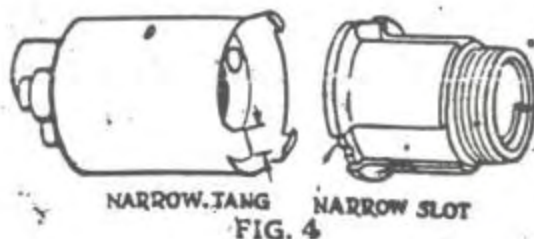
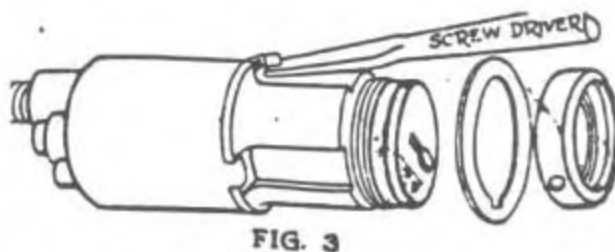


To remove lock cylinder from case, insert key, and turn clockwise until stop is reached. Insert stiff wire thru hole in face of lock and depress plunger-continue to turn key clockwise until lock cylinder can be removed. To remove lock case, drive out pin "B" from inside of case. If key will not turn cylinder, remove complete lock by drilling out pin "B". To install cylinder-line up cam and prongs -push cylinder into place and turn counter clockwise until cylinder snaps into place.

PLATE NO. 2

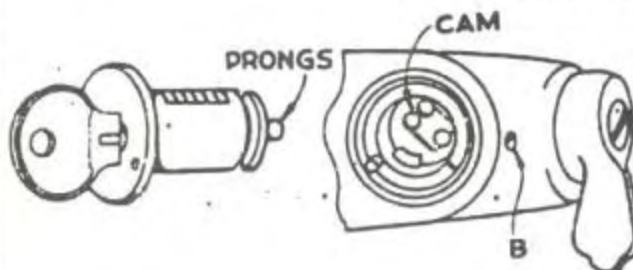


To remove lock cylinder from lock case, insert key and turn clockwise until stop is reached. Insert stiff wire thru hole in face of lock cylinder and depress plunger, Fig. 1 - continue to turn key clockwise until lock cylinder can be removed, Fig. 2. This type of lock is fastened to instrument dash by two different methods



1. By a bezel nut which can be removed from the front of the dash Fig. 3. 2. By holding the ignition case to dash from the rear of dash. To remove ignition case - detach assembly from dash-using a screw driver, bend back three tangs to remove lock case, Fig. 3. New case can be slipped into place with narrow tang engaging narrow slot, Fig. 4. Bend tangs back tightly into place.

PLATE NO. 3



To remove lock cylinder from case, insert key, and turn clockwise until stop is reached. Insert stiff wire thru hole in face of lock and depress plunger. Continue to turn key clockwise, until lock cylinder can be removed. To remove lock case only, drive out pin "B" from inside of case. If key will not turn cylinder remove complete lock by drilling out pin "B".

PROUD 1938 OWNER

Dear Dave,

Just a few lines that might be of interest to someone about what some of us "OLD CAR NUT" will do in pursuit of our hobby.

My interest in old cars started years ago at about the age of 9 or 10. I could barely reach the pedals on a 1928 Chev truck that we used on the farm but that did not keep me from driving it all over the farm. The truck was built the same year in which I was born. During the 1930's southwestern Ohio was sparsely populated so it was not long before I was driving the family 1936 Plymouth on the country roads. Our neighbor had a 1937 Buick model 48 and I always admired its appearance and ride.

With the onset of WWII, getting married, raising a family, building a house and working my way through college at night I did not have time to pursue my interest in the old cars. Since then I have had a number of old cars but none that I really liked. Having cut my teeth on the cars of the 30's I wanted to get a car from the 30's era. I liked the 1937 Buick our neighbor had but I thought it would be even better if it was a convertible with rumble seat and side mounts. With this in mind I kept on the lookout for something to fill the bill.

About 4 years ago I read an ad for a 1938 Buick 46c that needed restoration. I called and it sounded like what I was looking for. It was late in the afternoon when I decided to check out the car. I called work to tell them that I would not be in the next day and that I would take a couple of days of vacation. I packed a bag and left that night, driving all night and 900 miles to Florida.

When I arrived I also found that George (the seller) had a 1937-40C in about the same condition for the same price. I would have liked to buy both but I was lucky to be able to buy one. Which one do I choose? I went with the 1938.

George had once tried starting an "Old Buick" parts store and had numerous Buick parts on hand including a lot of N.O.S. parts. Along with the 1938 came all the N.O.S. parts with such items as an uncut floor mat, complete parking lights, grille, running board trim, electrical parts, exhaust system, heat riser, Century ring and pinion, clutch and pressure plate, shocks front and rear, front suspension parts, oversize pistons and more plus a truckload of used parts including such items as a complete low mileage engine and drive train, radio, fenders, heater, instrument panels and more. You name it and it was likely to be there. I had found a gold mine.

We agreed upon a price and closed the deal. I was too excited to sleep so I drove the 900 miles back home that night. I only slept about 2 or 3 hours during the 50 hour 1800 mile trip but I now owned a 1938-46C.

I bought the car in November and my wife Marj and I were to pick it up on our way home from a vacation after the Christmas holidays. We arrived at about midmorning with my pickup and a trailer. I knocked on the door but there wasn't any answer. I finally had to go to a phone booth and call to get George out of bed. George liked to party at night and sleep in the morning. After George got up we had to have coffee and brunch before we could get started. It was about noon before we started to load. We had a lot of parts to sort and load and we did not get finished that evening. We unhitched the trailer and left it locked behind George's 7 foot high wooden fence and went to a motel for the night. George was having another holiday party that night. When we arrived the next morning it was as I had expected. George was still asleep. Instead of trying to wake him up I climbed the fence and started where we had left off.

PROUD 1938 OWNER

We loaded the truck, the trailer, the inside of the Buick and any open spot we could find but we could not get all the parts loaded. I reluctantly wound up leaving a complete rear drive line and some other parts that I absolutely did not have room for and headed for home.

I immediately knew this was going to be another long ordeal. With all the weight of the parts, trailer and car and no way to shift any weight forward, handling became a problem. I could not travel at maximum legal speeds so I had to be content with a maximum of 45 mph to safely control the trailer. By nightfall it became apparent that we would not be able to stop for the night. Why asked Marj? Loaded as we were there were a lot of "goodies" readily available just for the taking. So on we went at the tremendous speed of 45 mph and arrived home 23 hours later.

After I arrived home I wound up with parts stashed everywhere and no room to work. You guessed it. I now need a larger garage. I now have my garage built and I am planning to retire in September. So after 4 years I will be starting on a frame up restoration.

Marj and I now look back and get a chuckle out of the things we went through to get the car. A note of interest is that the car originally came from Ohio and is now back home.

I have sold a lot of the extra items I knew I would not need. After I finish the restoration I should be able to make a lot more parts available.

Enclosed is a picture of the car before I start the restoration.

Lou

Lou Wildt #245
Cincinnati, Ohio

A HAPPY RETIREMENT TO LOU

Working on your '38 46C
sure beats a gold watch,
or a set of golf clubs.
Hope it goes just the
way you want it to. I
wish I were retired too.

Bill



PARTS FOR SALE • PARTS WANTED

PARTS FOR SALE...The Following N.O.S Delco Parts will be available After September 15th. This is a rare find and will be available on a first come, first serve basis only. Place your orders as soon as possible...

25-Dist. Vacuum Advance Units #1116046
Fits 37-52 Buick.....\$12.50 ea.

35- Vacuum Starter Switches, 38 Buick Only,
All Series, #1868512....\$35.00 each.

1- Headlight Switch, 38 Only.....#1994501
Price..\$45.00 ea.

15-Voltage Regulators #1118213, 37 or 38
Buick, 4-Pole to replace the five pole.
SUPER RARE ITEM...\$75.00 ea.

25-Vacuum Starter Switches 37 Buick #1607,
ALSO VERY RARE.....\$40.00 ea.

Members; I have never run across such a quantity of these rare parts before. They are being shipped to me now and will be available to you after Sept. 15, 1984.. Anything not sold thru this Ad will be placed in Hemmings at a higher price next month. Add \$3.00 per item for shipping and handling. Please send checks in advance, No C.O.D.'s

DAVE LEWIS RESTORATIONS
3825 SOUTH SECOND STREET
SPRINGFIELD, ILL. 62703
217-529-5290

PARTS WANTED...37 BUICK

Pair (R&L) Headlight Lens
Deluxe Heater
Trunk Lid for 80 or 90 Series
80 Series Sidemount Hold down plates
for wheel centers..
80C Center removable door posts.
Jack & Handle
Trunk Tools
80 Series Trunk Hinges
Mint Pair of Grills for 37 and 38
NOS Center Stainless for Grill and
a NOS Emblem for same (37)

Dave Lewis
3825 South Second Street
Springfield, Ill 62703
217-529-5290

PARTS FOR SALE- '38 40 Series

Complete transmission, unknown
condition. \$75
2 chrome hood strips, fair. \$30
Clock, fair. \$25
Voltage regulator, good. \$20
2 throwout bearings, good. \$10 ea.
2 distr. caps, good. Both for \$5

TERRY TATUM (#037)
Box 14758
Oklahoma City, OK 73113
405/722-7903

PARTS WANTED- 1938

2 Sidemount locks
6 Original plastic window handle
escutcheon rings
2 Trim rings, 16 inch
Sales literature
Parts to convert Appleton sealed
beam spotlight to bulb
Club Bulletins:
vol. I, #1,2,5,7,8
vol. II, #1,2,3

RON STIGLER (#432)
8515 Riverside Ave.
Brookfield, IL 60513
312/485-2097

NEW MEMBER

ANOTHER NEW MEMBER
Too late for the main list:

Dan Nowell #450
140 C Street
San Rafael, CA 94901

Dan's looking for a
'37 or '38.

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CAR WANTED

PARTS FOR SALE

again

more

Parts For Sale...Revised ~~from~~ ~~last~~ ~~time~~ with/reduced prices.....

1938-40 NOS Front Shocks \$100 pr.

~~38 Rear Shocks \$40~~ **Sold**

38 Brk & Clt. Rubbers, Repos \$4 pr

38 Inter Dr & Wind Handle set \$60

38-41 Belt Mldg Set Comp. \$100

38 Steering Wheel & Horn Button, Need Restored totally..\$60

38 (40-60) 37(40-60-80) Dome Lamp Ass.\$10

38 Clock, fair \$15

38-41 Trunk Lid & Handle, Needs Work \$25

38-40 Int & Ex Manifolds \$35

38-40 Hood & Sides \$50

38-40 Nose Skeleton \$35

38-40 Center Hood Strip, Fair \$20

~~38-40 Engine Splash Pan \$12.50~~

38-40 Air Cleaner, Some dents Top, \$15

~~38-40 Defroster Air Intake \$5 pr.~~

~~38-40 Dist. Inst Cluster with Oil & Lamp \$80~~

38 Dist # 1110801 \$40

38-40 Fuel Pump #504AF \$25

38-40 Gas Tank, dent on bottom \$25

38-40/60 Rear Fenders, dented, but restorable, \$40.00 each. **\$30 each**

38-60 Front Fenders, non-welled, both are use-able. R/F has crease & Splits on bottom edge ~~\$60.00~~ for the pair. **\$50 pair**

38-40 L.F Fender with brace, Hole at Park light, \$30.00

38-40 Interior Garnish Moldings \$30

~~38-40 Water Pump & Fan Assembly \$25~~

37-40/60 Non Welled Front Fenders, Good \$120

37 Red Trunk Light Lens \$7.50

~~37 Steering Wheel & Horn Button, needs total restoration, \$60.00~~

37-60 Good Hood & Sides \$50

37-80 Hood & Sides \$50

~~37 Clock, Need Restored \$7.50~~

37-80 Nose Skeleton ~~\$40~~ **\$30**

37 60-80-90 Air Cleaner, has hole \$15

37-60 Garnish Moldings Complete set ~~\$90~~ **\$80**

37-60-80-90 Water Pump \$25

37 Light Switch \$4

37 Instrument Cluster \$30

37-80-90 Cowl Vent Cover Assem. \$7.50

37 Horn Brkts \$5 pr.

37 Grill Emblems, need restored \$7.50 pair

37-80 Stainless Dash Strips (4) \$6

37 Tail Lamps Complete \$25pr

37 Trunk Lid Light with Lic Brkt \$30

37 Trunk Lid Light \$25

37-80 Headlight Molding L/S ~~\$30~~ **\$2**

37-40-60 Rear Vent Handles \$5 pr.

37-40-60 Trunk Lid & Handle ~~\$40~~ **\$40**

37-40-60 Trunk Lid Hold Open Brkt \$7.50

37-80 Frt Door Inside Handles & Plastic \$15 set.

~~37 Ignition Lock for Small Series \$10.50~~

~~37 00 00 Rear View Mirror \$5~~

37 Radio Grill, slight pits, \$7.50

37 Maplight Cover & Ash Trays, Nds Work \$2 ea.

37-60 Chrome Robe Rail & Ash Tray, \$30

37/38 Exterior Door Handles, Some Pitts. three for \$7.50

37/38 40-60 Trunkback trunk hinges, pitted \$7.50 pair.

37/38 40-60 Repo Hinges \$5 pr.

37/38 40-60 R/Frt Window Regulator \$15

37/38 Horns \$15 pair

~~37 40 60 & 38 40 Rear View Mirror, Nds Work, \$2.50 ea.~~

37-40-60-80 Dome Lamp Assembly, \$10

37-38 headlight Retainer for lens, needs repair, \$4

37/38 40-60 Front & Rear Vent Window Ass.

including regulators and retainers, window frames rechromable, except r/r, \$45

37/38 40-60 L/F Vent Regulator \$12

37/38 40-60 Front Vent Window Retainers \$10 pr

37/38 40-60 Rain Deflectors for front doors (top edge), \$4

37/38 40-60 L/R door handle & catch \$4

37-38 40-60 Pair front door handles & catches, pitted, \$8

37/38 Dimmer Switch \$5

37/38 40-60 Outer Window Division Strip \$5

37/38 Cowl Vent Cover Assembly \$7.50

37-38 Model 41 & 47 Front Seat Covers, Green, \$40

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(Next Column)

CARS FOR SALE



AN UNUSUAL CAR FOR SALE...1938 BUICK CUSTOM BODY 90L..

This Car was formerly owned by Mayor LaGuardia of New York. Believed to be a "Brewster" Body The Body is all Aluminum so there is no rust. It has the usual 7 passenger seating, with jump seats like any 90 L and also the Divider Window between passenger and chauffer. It came with a sun roof which was a first for Buick and we understand it became an option the following year. It does not have a radio as the mayor wanted a telephone put in the place the radio was. It has flag holders on the front and a special place made for them to store them under the front seats. The upholstery is original and in good condition. The car has the original licence plates that were on the car when it was new. It also comes with the mayors cigarette case which also has a slot in the back seat to accommodate it. The mileage is around 18,000 miles. Price....\$12,500.00...Contact; Ray Lawson, 251 Nottingham Drive, Troy, MI., Evenings Phone..313-879-7327

TECHNICAL TIPS

Last month we ran a list of parts and services suppliers compiled by Dave Lewis. The following is a supplement to that by the Editor, based upon either personal experience or discussion with Dave.

Exhaust Systems

Burton Waldron
Box C
Nottawa, MI 49075
616/467-7185

Fuel Pumps Rebuilt

Terrill Machine, Inc.
Rt. 2, Box 61
DeLeon, TX 76444
827/893-2610

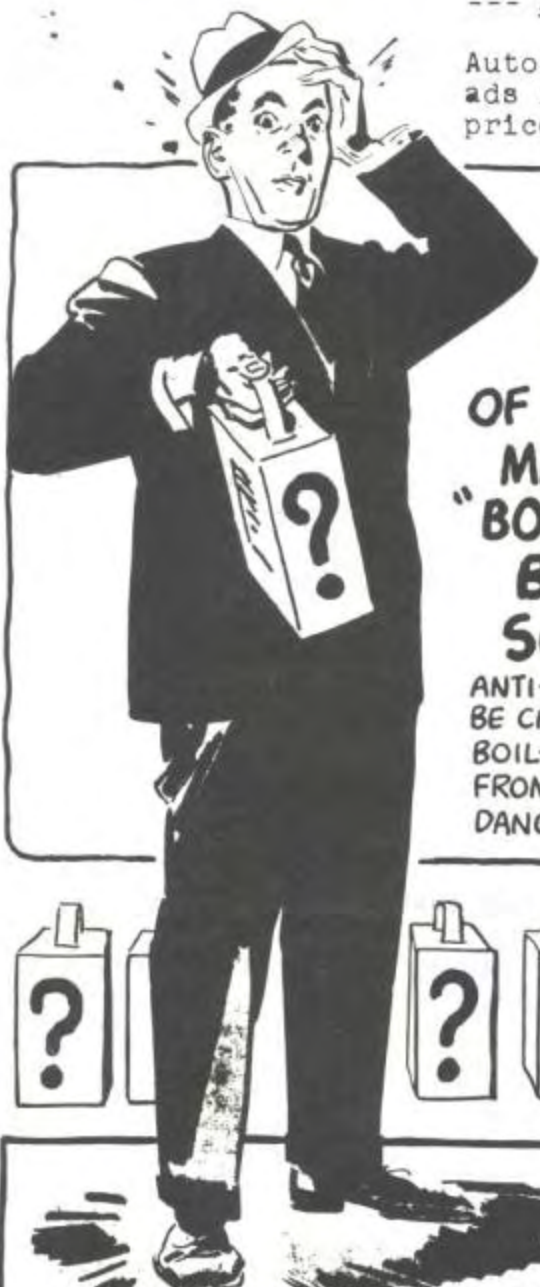
Brake Cylinders Sleeved

White Post Restorations
White Post, VA 22663
703/837-1140

I think that both Dave and I should emphasize that both the first list and this one are personal suggestions based on our experience, and in no way imply that other suppliers of comparable goods and services are necessarily not as good.

SOMETHING A LITTLE DIFFERENT
--- AS WE THINK ABOUT WINTER

Auto products and accessories
 ads from December, 1936. The
 price of Prestone is noteworthy.



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 APPROXIMATELY
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 OF ANTI-FREEZE ON THE
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 "BOIL-AWAY" BASE
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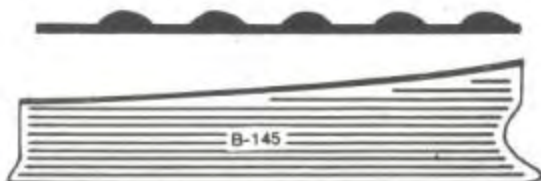
PAT. NOS. 1684900, 1746985, 1830647, 1831741,
 1879152, 1892506, D. 97033, RE. 77, 31, 1936

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Denver, N.C. 28037
(704) 483-9343



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Quarter page	10.00
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Bill

*P.S. Since I put this together, Paul Little signed on. He'll be with us regularly.
Thanks, Paul.*

Ray Lawson's '38-90L • BCA Great Lakes Meet



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